GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:4296
ANSWERED ON:20.04.2000
TRANSPORTATION OF GOODS
RAVINDRA KUMAR PANDEY

Will the Minister of RAILWAYS be pleased to state:

(a) the positive steps taken by the Government to achieve the prescribed target of transportation of the goods; and

(b) the value of claims paid by the Railways for not sending parcel goods on time, sending the goods ahead of the destinations by mail express, passenger trains and goods trains during the last three years and the number of claims cases pending in this regard?

Answer

Minister of State in the Ministry of Railways (SHRI DIGVIJAY SINGH)

(a) The target of 475 million tonnes for the year 2000-2001 projects a growth of 25 million tonnes over the target of 450 million tonnes set for 1999-2000 (RE). This incremental freight loading is expected to materialise mainly from movement of coal, cement, material to steel plants, finished steel and POL products. In order to create transport capacity for lifting this incremental traffic, adequate number of open, covered and flat wagons and locomotives have been planned. To tackle the problem of near saturation of the main-freight corridors, induction of high-horsepower diesel and electric locomotives has been provided for in the procurement plan. A special thrust is being given to augment capacities of terminals, which has posed constraints in meeting the demands of customers adequately. In order to retain its competitiveness vis-Ã -vis other modes, Railways refrained from any price hike despite hike in diesel prices in November`99. Further, although in the Budget proposals a general 5 per cent hike has been proposed, the major revenue-earners, namely, coal, steel, petroleum and cement have been given major relief inasmuch as freight of these commodities would increase only to extent of about 2 per cent. Moreover, the concessions given earlier to imported coal has been withdrawn with effect from 14.2000. Simultaneously, the surcharge on washed coal, which was putting domestic washed coal at a disadvantage vis-Ã -vis the imported variety has also been withdrawn. Both these actions are expected to increase long haul movement of domestic coal.

(b) Transit delay or over-carriage per se do not attract payment of compensation claim unless the same results in loss, damage or deterioration of goods for which railways are liable under Section 93 of the Railways Act. Therefore, the question of pending claims on this account does not arise.